

AIRBUS		CERTIFICATION/QUALIFICATION DOCUMENT COVER SHEET	
C/Q Document Reference - Issue:  DT-86-3001 - R	AC Category - Programme:  Medium and Light 3 - CN.235	ATA:  050 - TIME LIMITS-MAINTENANCE CHECKS	
Document Title	CN-235 AIRWORTHINESS LIMITATIONS LIST		
Project Number	TAE-3-DT-160015 (1) - CN-235. Major Design Change DC10395A Certification Plan. Airworthiness Limitations Update		
Applicable Certification Basis	CN-235 Civil Certification		
Requirements to be met	FAR 25.1529		
Means of Compliance	2		
Enclosure Reference	DT-86-3001 - R		
Compliance Statement			
<p>I, CVE for Instructions for Continued Airworthiness - ALS, hereby declare that I have verified the technical content of this document and found it satisfactory to demonstrate that the DC10395A complies with the FAR 25.1529 for Instructions for Continued Airworthiness - ALS</p>			
Compliance Verification Engineer	Authorize for Release		
AIRBUS DS S.A. PROPERTY. This Document shall neither be used nor completely or partially reproduced without previous written authorization by AIRBUS DEFENCE AND SPACE S.A.U.  Airbus Defence and Space, S.A.U. Avda. de Aragón, 404, 28022 Madrid, España Registro Mercantil de Madrid, Tomo 530, Folio 41, Hoja M-10082 Inscripción 414. Constituida el 27-3-1923 Núm. Identificación Fiscal A-28-006104.			

<b>Núm. No.</b>	DT-86-3001	<b>PORTADA DE FIRMAS SIGNATURE COVERSHEET</b>	<b>Programa / Programme:</b> 3 - CN.235
<b>Versión/Issue:</b>  R	<b>Clasificación/ Access Class:</b>  None	<b>Departamento/Department:</b>  TEAWS-TL1 # TL1 AIRWORTHINESS LandM TRANSPandMISSIONAC	<b>ATA:</b>  05 - TIME LIMITS- MAINTENANCE CHECKS

**Título:**

Title:

# CN-235 AIRWORTHINESS LIMITATIONS LIST

**AIRBUS DEFENCE AND SPACE S.A.U. PROPERTY.** This Document shall neither be used nor completely or partially reproduced without previous written authorization by AIRBUS DEFENCE AND SPACE S.A.U.

Airbus Defence and Space, S.A.U. Avda. de Aragón, 404, 28022 Madrid, España  
Registro Mercantil de Madrid, Tomo 530, Folio 41, Hoja M-10082 Inscripción 414. Constituida el 27-3-1923 Núm. Identificación Fiscal A-28-006104.

<b>Authors</b>	<b>Checkers</b>	<b>Approvers</b>
<b>Nombre/ Name:</b> Poncelas Gomez, Javier [ES]  <b>SIGLUM:</b> TEAWO # PROCESSES & OPERATIONAL CERTIFICATION  <b>Fecha de Firma/ Date of Signature:</b> 21/03/2018	<b>Nombre/ Name:</b> Martinez Gomez, Cristina [ES]  <b>SIGLUM:</b> TEAWO # PROCESSES & OPERATIONAL CERTIFICATION  <b>Fecha de Firma/ Date of Signature:</b> 21/03/2018	<b>Nombre/ Name:</b> Asenjo Tornell, Jose Luis [ES]  <b>SIGLUM:</b> TEAWO # PROCESSES & OPERATIONAL CERTIFICATION  <b>Fecha de Firma/ Date of Signature:</b> 21/03/2018
<b>Nombre/ Name:</b> N/A  <b>SIGLUM:</b> N/A  <b>Fecha de Firma/ Date of Signature:</b> N/A	<b>Nombre/ Name:</b> N/A  <b>SIGLUM:</b> N/A  <b>Fecha de Firma/ Date of Signature:</b> N/A	<b>Nombre/ Name:</b> N/A  <b>SIGLUM:</b> N/A  <b>Fecha de Firma/ Date of Signature:</b> N/A
<b>Nombre/ Name:</b> N/A  <b>SIGLUM:</b> N/A  <b>Fecha de Firma/ Date of Signature:</b> N/A	<b>Nombre/ Name:</b> N/A  <b>SIGLUM:</b> N/A  <b>Fecha de Firma/ Date of Signature:</b> N/A	<b>Nombre/ Name:</b> N/A  <b>SIGLUM:</b> N/A  <b>Fecha de Firma/ Date of Signature:</b> N/A

**Documento validado electrónicamente/ Electronically validated document**

## DOCUMENTO TECNICO TECHNICAL DOCUMENT

Documento nº/Document no. DT-86-3001	Avión/Aircraft CN-235
Título/Title  <b>CN-235 AIRWORTHINESS LIMITATIONS LIST</b>	

Realizado/Prepared	Firma/Signature .....
	Nombre/Name ..... Javier Poncelas Gómez
	Cargo/Position ..... Operational Certification Engineer
Comprobado/Checked	Firma/Signature .....
	Nombre/Name ..... Cristina Martínez Gómez
	Cargo/Position ..... Operational Certification Engineer
Aprobado/Approved	Firma/Signature .....
	Nombre/Name ..... José Luis Asenjo Tornell
	Cargo/Position ..... HO Operational Certification

Edición/Issue	<b>R</b>
Fecha edición (DD/MM/AAAA)/ Issue date (DD/MM/YYYY)	<b>20/03/2018</b>
Clas. Acceso/ Access class.	<b>P1</b>

## REGISTRO DE REVISIONES/REVISIONS RECORD

Revisión	Motivo de Modificación/Change reason	Realiz./Prep.	Revis./Checked	Aprobado/App.
Fecha/Date	Capítulos, Secciones, Hojas afectadas/Chapters, Sections, Sheets affected	----	----	----
Q	The document has been reissued in a new format. Organisation corrections included. Replacement of MRBD task references by AMM task references in paragraph 4.1 Aircraft System Limitation (Certification Maintenance Requirement - CMR). Added Flight Cycles and Flight Hours references, Design Service Goal data and CPCP reference. Modified Table 1.4.2 (update of threshold and interval values, removal of MRBD task references, addition of type of inspection and Airbus DS Manuals reference). PSE W40 becomes Safe Life Structural Item, this PSE is deleted. PSE C03 new interval included after accomplishing SB235-57-0028, only for Models CN-235 and CN-235-100 (S-10 and S-100). New paragraphs, Discard Tasks for Safe Life System Items and Transfer of Removable Structural Components Between Aircrafts, have been included.	A. Agudo	J.Angoloti	S. Rubio
February 2016	All pages	Electronically signed	Electronically signed	Electronically signed
R	Company name updated. Recommended compliance time included. Pitch Control Wheel Trim Switch limitation removed, Sections numbering included for missed sections	J. Poncelas Gómez	C. Martínez Gómez	J.L. Asenjo Tornell
20 March 2018	Introduction, Section 4.4	-	-	-

## Table of contents

1	INTRODUCTION.....	4
2	SCOPE.....	5
3	RULES APPLICABLE TO THE AIRWORTHINESS LIMITATIONS LIST .....	6
4	AIRWORTHINESS LIMITATIONS LISTING .....	7
4.1	AIRCRAFT SYSTEMS LIMITATIONS .....	7
4.2	STRUCTURAL INSPECTION LIMITATIONS .....	8

## **1 INTRODUCTION**

During the CN-235 certification program certain maintenance tasks have been identified where the task must be performed on all aircraft at, or before, the required threshold/intervals, in order to meet certification requirements. These task thresholds/intervals must not be escalated without the approval of the Airbus DS (former EADS-CASA) Military Aircraft Engineering Directorate and the Airworthiness Authorities. For ease of identification, tasks subject to Airworthiness Limitations are identified in the Airbus DS Manuals.

This document demonstrates compliance with the airworthiness requirement FAR 25.1529 Amdt. 54.

Airbus DS anticipates that a dedicated Airworthiness Directive (AD) will be released to mandate the accomplishment of new/revised maintenance tasks in Airbus DS CN-235 ALL Issue R prior to the new/revised thresholds and/or intervals provided in this Revision, except for aircraft that have already exceeded or are close to exceeding the new or revised thresholds and/or intervals. For those aircraft, a compliance time is provided and accomplishment of new/revised maintenance tasks in this Revision is to be accomplished prior to the new/revised thresholds and/or intervals provided in this Revision or by 6 months from the approval date of this document, whichever occurs later, without exceeding the threshold/intervals provided in previous revision of this document. The compliance time deadlines are indicated in this document as advanced information for Operators in order to anticipate future AD requirements

## **2 SCOPE**

This document is applicable to CN-235, CN-235-100, CN-235-200 and CN-235-300 Models which are Transport Category airplanes under civil Type Certificate, excluding CN-235-300 Maritime Patrol (SM01 version), for which the technical document DT-06-3009 applies.

Three types of tasks are included in the Airworthiness Limitations List:

- a) SYSTEMS related tasks where a limiting interval has been calculated in a safety assessment to achieve compliance with certification regulations.
- b) STRUCTURES related tasks where inspections must be performed at, or before, the prescribed thresholds/intervals in order to detect fatigue cracks before the critical crack length is reached.
- c) Discard tasks for safe life STRUCTURAL items

### **3 RULES APPLICABLE TO THE AIRWORTHINESS LIMITATIONS LIST**

- a) No task may be deleted, and no task interval may be escalated without the approval of the Airbus DS Military Aircraft Engineering Directorate and Airworthiness Authorities.
- b) Systems Maintenance tasks and Fatigue Damage tasks identified in the Airworthiness Limitations may only have the task deleted or the threshold/interval escalated with the approval of the Airbus DS Military Aircraft Engineering Directorate and Airworthiness Authorities.
- c) Items that are life limited will be discarded according to the life limits published in the Airworthiness Limitations. These limits may be revised per the manufacturers recommended guidelines with the approval of the regulatory authority.

Along this document, the following definitions apply:

- FLIGHT CYCLES (LANDINGS - F): Total number of a complete take-off and landing sequence. Each "Touch and Go" cycle is to be counted as one flight cycle.
- FLIGHT HOURS (FH): Time from take-off to landing.

## 4 AIRWORTHINESS LIMITATIONS LISTING

### 4.1 Aircraft systems limitations

The following are systems operational tasks which must be performed in order to show compliance with the regulation.

<u>AMM</u> <u>TASK REFERENCE</u>	<u>TASK</u>	<u>TIME INTERVAL</u> <u>(FH)</u>	<u>EFFECTIV</u> <u>TY</u>
<u>Electrical Power</u>			
24-22-00	Operational check of Transformer Rectifier Unit (TRU)	400 FH	All
<u>Flight Controls</u>			
27-11-00	Operational check of Roll disconnect	300 FH	All
27-13-00	Pilot-copilot aileron trim tab switch	200 FH	All
27-22-00	Lateral trim tab switch	200 FH	All
27-22-00	Relay to disconnect normal lateral trim in emergency	200 FH	All
27-31-00	Operational check of Pitch disconnect	300 FH	All
27-33-00	Relay to disconnect normal pitch trim in emergency	200 FH	All
27-33-00	Pilot-copilot pitch trim tab switch	200 FH	All
27-51-00	Functional check of flap brakes individually	2000 FH	All
27-52-00	Operational check of torque limiters flap system	2000 FH	All
<u>Rear Ramp Cargo Door</u>			
52-71-00	Microswitches checking circuit	300 FH	All
<u>Engine Controls</u>			
61-26-00	Beta Lockout integrity	300 FH	All

## **4.2 Structural Inspection Limitations**

The Structural Inspection program contained in the CN-235 PV.01 Maintenance Review Board document (MRBD) provides adequate inspection to cover the environmental and accidental damage. However, for some PSE's the basic program is not sufficient to detect fatigue damage. Therefore, a Damage Tolerance Analysis (Fatigue, crack growth, and residual strength analyses) has been made in order to obtain for each PSE a particular threshold and interval for inspection (F /FH) that will assure the economic and safe operation of the aircraft.

The Fatigue and Damage Tolerance evaluations for the CN-235-10/100 Aircraft have been performed based on an Aircraft Design Service Goal (DSG) of 60.000 Landings / 52.200 Flight Hours. The aircraft must not be operated beyond these values unless the manufacturer has updated this document to include a clearly defined life extension (if applicable).

The Fatigue and Damage Tolerance evaluations for the CN-235-200 Aircraft have been performed based on an Aircraft Design Service Goal (DSG) of 60.000 Landings / 48.200 Flight Hours. The aircraft must not be operated beyond these values unless the manufacturer has updated this document to include a clearly defined life extension (if applicable).

The Fatigue and Damage Tolerance evaluations for the CN-235-300 Aircraft have been performed based on an Aircraft Design Service Goal (DSG) of 60.000 Landings / 52.998 Flight Hours. The aircraft must not be operated beyond these values unless the manufacturer has updated this document to include a clearly defined life extension (if applicable).

The Fatigue and Damage Tolerance evaluations for the transformed CN-235-300 Aircraft L302 Version have been performed based on an Aircraft Design Service Goal (DSG) of 58.212 Landings / 52.998 Flight Hours. The aircraft must not be operated beyond these values unless the manufacturer has updated this document to include a clearly defined life extension (if applicable).

The final fatigue inspection requirements are obtained from consideration of Damage Tolerance Analysis results, Fatigue tests results, consequences of failure and in some cases the hidden nature of the structural details.

The following items are considered as Airworthiness limitations:

- Fatigue damage inspection tasks procedures contained in the Airbus DS Manuals and listed in table 1.4.2, where DET= Detailed Visual Inspection, SDET= Special Detailed Inspection and Zones are defined within Appendix 4 of MRBD CN-235 PV.01. In those cases that more than an inspection type is identified, operators can choose among them at their convenience.

DET= Detailed Inspection - An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, etc may be used. Surface cleaning and elaborate access procedures may be required

SDET= Special Detailed Inspection - An intensive examination of a specific item, installation, or assembly to detect damage, failure or irregularity. The examination is likely to make extensive use of specialised Inspection Techniques and/or equipment. Intricate cleaning and substantial access or disassembly procedure may be required.

- All specific inspection requirements resulting from damages detected on fatigue tests. These inspections are included in Service Bulletins and will be required until the incorporation (via Service Bulletin for in-service

aircraft) of the corresponding structural modifications. These Service Bulletins and corresponding structural modifications are listed in table 1.4.1.

The airworthiness limitations requires also to control corrosion to Level 1 or better on all metallic structure details, elements or assemblies which contribute significantly to carrying flight, ground, or pressurization loads, and whose failure could result in catastrophic failure of the airplane.

Corrosion Level 1 is defined as corrosion damage that does not require structural reinforcement or replacement or corrosion occurring between successive inspections that exceeds allowable limit but is local and can be attributed to an event not typical of Operator usage of other aircraft in the same fleet.

The CN-235 Corrosion Prevention and Control Program (CPCP) defined in the Document N° DPV/AT/PM05/92 is an acceptable means of compliance.

TABLE 1.4.1

STRUCTURE AFFECTED BY DAMAGE ON FATIGUE TESTS	S.B. NUMBER FOR SPECIFIC INSPECTION REQUIREMENTS	STRUCTURAL MODS. DELETING SPECIFIC INSPECTION REQUIREMENTS	S.B. NUMBER FOR STRUCTURAL MODIFICATIONS INTRODUCTION
PORT DOOR ATTACHMENT HOOKS BACKUP STRUCTURE	-	CDS 2558	SB-235-52-19
PORT DOOR ATTACHMENTS HOOKS FUSELAGE STRUCTURE	-	CDS 2C87	SB-235-52-23
WINDSHIELD FRAME	-	CDS 1181, CDS 1669 and CDS 1474	SB-235-53-01
FUSELAGE FITTINGS FOR RAMP DOOR ATTACHMENTS	-	CDS 2676 and CDS 2A73	SB-235-53-03
VERTICAL STABILIZER-FUSELAGE CONNECTION FITTING AT FRAME 50	-	CDS 2610	SB-235-53-07
RUDDER TORSION TUBE CONNECTION TO FUSELAGE	-	CDS 2770	SB-235-53-10
WING-FUSELAGE ATTACHMENT FITTING OF LONGITUDINAL BAR	-	CDS 1819	SB-235-53-16
WIND-FUSELAGE CONNECTION. FR24 REINFORCEMENT	-	CDS 30016	SB-235-53-20
WING-FUSELAGE CONNECTION. TERMINALS OF LONGITUDINAL BARS	-	CDS 30008	SB-235-53-21
REAR FUSELAGE. REPLACEMENT OF F.33, F.34 AND F.35 FRAME BRACKETS	-	CDS 30610 AND CDS 30789	SB-235-53-48
STABILIZERS-FUSELAGE CONNECTION FITTINGS	-	CDS 2540	SB-235-55-02

STRUCTURE AFFECTED BY DAMAGE ON FATIGUE TESTS	S.B. NUMBER FOR SPECIFIC INSPECTION REQUIREMENTS	STRUCTURAL MODS. DELETING SPECIFIC INSPECTION REQUIREMENTS	S.B. NUMBER FOR STRUCTURAL MODIFICATIONS INTRODUCTION
CENTRAL WING LOWER SKIN ACCESS HOLES	-	CDS 1861	SB-235-57-02
CENTRAL WING LOWER SKIN. SPLICES OF CENTER-AFT PANELS AND AFT PANEL RS.	-	CDS 1862	SB-235-57-05 / SB-235-57-14
CENTRAL WING LOWER SKIN FITTINGS OF SPARS AT ST.4250	-	CDS 30261, CDS 30304, 30305 and CDS 40416	SB-235-57-11

TABLE 1.4.2

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
B01	Engine mount structure. (See NOTE).  NOTE: This element has a design life of 30000 flights. Threshold for welded bars at the rear engine support point is set at 7600 flights. Threshold for the remaining engine mount structure is set at 15000 flights.	71-20-01          71-20-01	DET       DET	412/413 422/423     412/413 422/423	7600F/6600FH  7600F/6100FH 7600F/6700FH 7600F/8290FH 15000F/13000F H  15000F/12000F H 15000F/13200F H 15000F/14824F H	1000F/850FH  1000F/800FH 840F/700FH 840F/700FH 1000F/850FH  1000F/800FH 840F/700FH 840F/700FH	S-100  S-200 S-300 L302 S-100  S-200 S-300 L302
C01	Center wing, inner flap attachment to wing Y=3900.	57-15-01	SDET	983/984	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	30000F/26100F H 6000F/4800FH 5200F/4500FH 5200F/4500FH	S-10/100 S-200 S-300 L302
C02	Outer wing, outer flap attachment to wing Y=4750.	57-20-02	SDET	563/663	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	30000F/26100F H 6000F/4800FH 5200F/4500FH 5200F/4500FH	S-10/100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
C03	Outer wing, aileron hinge fittings Y=9810.  * Applicable values AFTER accomplishing Service Bulletin SB.235-57-0028	57-20-03	SDET	551/651	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H *30000F/26100F H	30000F/26100F H 30000F/24000F H 30000F/26400F H 30000F/26400F H *22500F/19500F H	S-10/100 S-200 S-300 L302 *S-10/100
C04	Horizontal stabilizer, elevator attachment to stabilizer Y=3090.	55-15-04	SDET	335/336	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	30000F/26100F H 13300F/10600F H 30000F/26400F H 30000F/26400F H	S-10/100 S-200 S-300 L302
C05	Vertical stabilizer, rudder hinge support.	55-40-05	SDET	326	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	30000F/26100F H 30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
F01	Rear to central fuselage joint at frame 30.	53-20-01	SDET	250/260 251/252 261/262	30000F/26100F H  30000F/24000F H 30000F/26400F H 28899F/27097F H	30000F/26100F H  30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100   S-200 S-300 L302
F02	Rear fuselage longitudinal skin splice stringer 5, frame 37.	53-30-02	SDET	260	30000F/26100F H 30000F/24000F H 30000F/26400F H 28899F/27097F H	30000F/26100F H 30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100 S-200 S-300 L302
F03	Rear fuselage to rear cone joint at frame 46.	53-30-03	SDET	260/310 261/262 311/312 321/322	30000F/26100F H  30000F/24000F H 30000F/26400F H 28899F/27097F H	30000F/26100F H  30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100   S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
F04	Rear fuselage lateral beam frame 30.	53-30-04	SDET	151/152 260 261/262	30000F/26100F H  30000F/24000F H 30000F/26400F H 29384F/27525F H	3600F/3100FH  3600F/2800FH 30000F/26400F H 30000F/26400F H	S-10/100  S-200 S-300 L302
F05	Rear fuselage frame 38, inner flanges.	53-30-05	SDET	260 261/262 221	30000F/26100F H  30000F/24000F H 30000F/26400F H 29049F/27230F H	7900F/6800FH  7900F/6300FH 30000F/26400F H 7900F/6900FH	S-10/100  S-200 S-300 L302
F06	Rear fuselage frame 38, ramp door attachment.	53-30-06	DET	260	30000F/26100F H 30000F/24000F H 30000F/26400F H 29384F/27525F H	5500F/4700FH 5500F/4400FH 22200F/19600F H 22200F/19600F H	S-10/100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
F07	Rear fuselage frame 46, vertical stabilizer attachment fitting.	53-40-07	SDET	261/262 322	30000F/26100F H  30000F/24000F H 30000F/26400F H 29384F/27525F H	12000F/10400F H  12000F/9600FH 30000F/26400F H 30000F/26400F H	S-10/100  S-200 S-300 L302
F08	Rear fuselage frame 46, pressure bulkhead stiffener.	53-30-08	SDET	311/312	30000F/26100F H 30000F/24000F H 30000F/26400F H 29384F/27525F H	12000F/10400F H 12000F/9600FH 30000F/26400F H 30000F/26400F H	S-10/100 S-200 S-300 L302
F09	Rear cone frame 46, covered cut-out.	53-30-09	DET	261/262 311/312	30000F/26100F H  30000F/24000F H	12000F/10400F H  12000F/9600FH	S-10/100  S-200
F10	Rear fuselage frame 46, vertical stabilizer pick-up.	53-30-10	SDET	322	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	30000F/26100F H 30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
F11	Rear fuselage frame 50, rear cone vertical stabilizer pick-up.	53-40- 11	DET	311/312 313 324	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	7800F/6700FH  30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100  S-200 S-300 L302
F12	Rear fuselage frame 50, rear cone horizontal stabilizer pick-up.	53-40- 12	DET	313 333/343	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	18400F/16000F H  1500F/1200FH 3500F/3000FH 3500F/3000FH	S-10/100  S-200 S-300 L302
F13	Rear fuselage frame 48, rear cone horizontal stabilizer pick-up.	53-40- 13	SDET	311/312 331/341	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	2700F/2300FH  6200F/4900FH 3000F/2600FH 3000F/2600FH	S-10/100  S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
F14	Rear fuselage ramp door attachment of latch fitting.	53-30-14	DET	811	30000F/26100F H 30000F/24000F H 30000F/26400F H 29384F/27525F H	5500F/4700FH 5500F/4400FH 22200F/19600F H 22200F/19600F H	S-10/100 S-200 S-300 L302
F15	Rear fuselage ramp door locking mechanism.	53-30-15	DET	811	30000F/26100F H 30000F/24000F H 30000F/26400F H 29384F/27525F H	5500F/4700FH 5500F/4400FH 22200F/19600F H 22200F/19600F H	S-10/100 S-200 S-300 L302
F16	Rear fuselage port door attachment.	53-30-16	DET	260	30000F/26100F H 30000F/24000F H 30000F/26400F H 29384F/27525F H	5900F/5100FH 5900F/4700FH 17900F/15800F H 17900F/15800F H	S-10/100 S-200 S-300 L302
F17	Rear fuselage, top skin between frame 35 and 40.	53-30-17	DET	261/262 321	30000F/26100F H 30000F/24000F H 30000F/26400F H 28899F/27097F H	11400F/9900FH  11400F/9100FH 30000F/26400F H 30000F/26400F H	S-10/100  S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
F30	Central fuselage stringer 24, longitudinal skin splice.	53-20-30	SDET	131/231 131/132	30000F/26100F H  30000F/24000F H 30000F/26400F H 28899F/27097F H	30000F/26100F H  30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100  S-200 S-300 L302
F31	Central fuselage frame 15-16, window cut-out.	53-20-31	SDET	231/232 241/242 251/252	30000F/26100F H  30000F/24000F H 30000F/26400F H 28899F/27097F H	30000F/26100F H  6200F/4900FH 20900F/18400F H 20900F/18400F H	S-10/100  S-200 S-300 L302
F32	Central fuselage frame 21, forward wing attachment fitting.	53-20-32	SDET	923/924	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	3700F/3200FH 30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
F33	Central fuselage frame 24, afterward wing attachment fitting.	53-20-33	SDET	925/926	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	1600F/1300FH 5100F/4000FH 6500F/5700FH 6500F/5700FH	S-10/100 S-200 S-300 L302
F34	Central fuselage frame 21, circumferential splice.	53-20-34	SDET	243/244 910/920	30000F/26100F H 30000F/24000F H 30000F/26400F H 28899F/27097F H	30000F/26100F H 30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100  S-200 S-300 L302
F35	Central fuselage frame 23-24, window cut-out.	53-20-35	SDET	243/244	30000F/26100F H 30000F/24000F H 30000F/26400F H 28899F/27097F H	30000F/26100F H 4200F/3300FH 20900F/18400F H 20900F/18400F H	S-10/100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
F36	Central fuselage stringer 1, splice at frame 24.	53-20-36	SDET	251/252 920/930	30000F/26100F H  30000F/24000F H 30000F/26400F H 28899F/27097F H	30000F/26100F H  30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100  S-200 S-300 L302
F37	Central fuselage main landing gear outer bulkhead.	53-20-37	DET	163/164	30000F/26100F H 30000F/24000F H 30000F/26400F H 30000F/28070F H	9100F/7900FH 9100F/7300FH 9100F/8000FH 9100F/8000FH	S-10/100 S-200 S-300 L302
F38	Central fuselage main landing gear lower skin.	53-20-38	DET	100 163/164	30000F/26100F H  30000F/24000F H 30000F/26400F H 30000F/28070F H	15700F/13600F H  15700F/12600F H 15700F/13800F H 15700F/13800F H	S-10/100  S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
F39	Central fuselage frame 23, splice between upper and lower former.	53-20-39	SDET	241/242 251/252	30000F/26100F H  30000F/24000F H 30000F/26400F H  30000F/26400F H  30000F/28070F H	3300F/2800FH  3300F/2600FH 3000F/2900FH  21750F/19100F H  3000F/2900FH	S-10/100  S-200 S-300 (MSN up to C-166) S-300 (MSN from C-167) L302
F40	Central fuselage stringer 19, passenger door lower sill.  (Only for aircraft with passenger door configuration).	53-20-40	SDET	132/232 232/251 251  151/251	30000F/26100F H  30000F/26100F H 30000F/24000F H 30000F/26400F H 30000F/26100F H 30000F/24000F H 30000F/26400F H	6500F/5600FH  6500F/5600FH 6500F/5200FH 9900F/8700FH 6500F/5600FH 6500F/5200FH 9900F/8700FH	S-10  S-100 S-200 S-300 S-10/100 S-200 S-300

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
F41	Central fuselage passenger door corner of cut-out.  (Only for aircraft with passenger door configuration).	53-20- 41	SDET	232/251 232 251 251	30000F/26100F H  30000F/26100F H 30000F/24000F H 30000F/26400F H	4300F/3700FH  4300F/3700FH 4300F/3400FH 30000F/26400F H	S-10  S-100 S-200 S-300
F42	Central fuselage passenger door upper sill and fitting. (Only for aircraft with passenger door configuration).	53-20- 42  53-20- 42	SDET  DET	232/251 251  232/251 251	30000F/26100F H  30000F/24000F H 30000F/26400F H	2600F/2200FH  2600F/2000FH 30000F/26400F H	S-10/100  S-200 S-300
F43	Central fuselage emergency exit.	53-20- 43	SDET	231/252 231 252	30000F/26100F H  30000F/24000F H 30000F/26400F H 28899F/27097F H	3300F/2800FH  3300F/2600FH 3300F/2900FH 3300F/2900FH	S-10/100  S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
F44	Central fuselage emergency exit skin cut-out.	53-20-44	SDET	231/252 231 252	30000F/26100F H  30000F/24000F H 30000F/26400F H 28899F/27097F H	30000F/26100F H  30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100  S-200 S-300 L302
F45	Central fuselage passenger door and attachment.  (Only for aircraft with passenger door configuration).	53-20-45  53-20-45	SDET  DET	831/841 831  831	30000F/26100F H 30000F/26100F H 30000F/24000F H 30000F/26400F H	1600F/1300FH 1600F/1300FH 1600F/1200FH 30000F/26400F H	S-10 S-100 S-200 S-300
F46	Central fuselage, frame 18-19 skin crack over broken frame.	53-20-46	DET	233/234 910	30000F/26100F H  30000F/24000F H 30000F/26400F H 28899F/27097F H	30000F/26100F H  30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100  S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
F47	Central fuselage frame 24.	53-20- 47	SDET	151/152 163/164 251/252	30000F/26100F H  30000F/24000F H 30000F/26400F H 30000F/28070F H	24300F/21100F H  24300F/19500F H 24300F/21400F H 24300F/21400F H	S-10/100   S-200 S-300 L302
F48	Central fuselage frame 24, wing fitting attachment.	53-20- 48	SDET	253/254 930	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	1000F/800FH  1000F/800FH 7300F/6400FH 7300F/6400FH	S-10/100  S-200 S-300 L302
F51	Forward fuselage frame 1, vertical stiffener.	53-10- 51	DET	110 213	30000F/26100F H  30000F/24000F H 30000F/26400F H 28899F/27097F H	30000F/26100F H  30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100  S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
F52	Forward fuselage frame 1, pressure floor.	53-10-52	SDET	110 127/128 213	30000F/26100F H  30000F/24000F H 30000F/26400F H 28899F/27097F H	30000F/26100F H  30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100  S-200 S-300 L302
F53	Forward fuselage floor cut-out and cover.	53-10-53	SDET	121 213	30000F/26100F H  30000F/24000F H 30000F/26400F H 28899F/27097F H	30000F/26100F H  30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100  S-200 S-300 L302
F54	Forward fuselage former to windshield frame joint.	53-10-54	DET	213	30000F/26100F H 30000F/24000F H 30000F/26400F H 28899F/27097F H	3200F/2700FH 3200F/2500FH 30000F/26400F H 30000F/26400F H	S-10/100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
F55	Forward fuselage windshield frame.	53-10-55	SDET	211/212 213	30000F/26100F H  30000F/24000F H 30000F/26400F H 29384F/27525F H	4700F/4000FH  4700F/3700FH 8200F/7300FH 8200F/7300FH	S-10/100  S-200 S-300 L302
F56	Forward fuselage windshield joint of dome to sill.	53-10-56	SDET	211/212 213	26000F/22600F H  26000F/20800F H 30000F/26400F H 29384F/27525F H	2600F/2200FH  2600F/2000FH 8200F/7300FH 8200F/7300FH	S-10/100  S-200 S-300 L302
F57	Forward fuselage frame 10 web.	53-10-57	SDET	127/128	30000F/26100F H 30000F/24000F H 30000F/26400F H 28899F/27097F H	30000F/26100F H 30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
F58	Forward fuselage frame 10 splice.	53-10-58	DET	127/128	30000F/26100F H 30000F/24000F H 30000F/26400F H 28899F/27097F H	13900F/12000F H 13900F/11100F H 30000F/26400F H 30000F/26400F H	S-10/100 S-200 S-300 L302
F59	Forward fuselage frame 11 nose landing gear actuator back-up structure.	53-10-59	DET	121	30000F/26100F H 30000F/24000F H 30000F/26400F H 30000F/28070F H	30000F/26100F H 30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100 S-200 S-300 L302
F60	Forward fuselage trunnion to diagonal beam splice.	53-10-60	SDET	121	30000F/26100F H 30000F/24000F H 30000F/26400F H 30000F/28070F H	3700F/3200FH 3700F/2900FH 3700F/3200FH 3700F/3200FH	S-10/100 S-200 S-300 L302
F61	Forward fuselage nose landing gear trunnion attachment.	53-10-61	DET	121	30000F/26100F H 30000F/24000F H 30000F/26400F H 30000F/28070F H	30000F/26100F H 30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
F81	Forward fuselage, crew door lower sill.	53-10-81	SDET	132/232 232	30000F/26100F H  30000F/24000F H 30000F/26400F H 28899F/27097F H	6500F/5600FH  6500F/5200FH 9900F/8700FH 9900F/8700FH	S-100  S-200 S-300 L302
F82	Forward fuselage, crew door corner of cut-out.	53-10-82	SDET	232	30000F/26100F H 30000F/24000F H 30000F/26400F H 28899F/27097F H	4200F/3600FH 4200F/3300FH 30000F/26400F H 30000F/26400F H	S-100 S-200 S-300 L302
F83	Forward fuselage, crew door upper sill and fittings.	53-10-83  53-10-83	SDET  DET	232  232	30000F/26100F H 30000F/24000F H 30000F/26400F H 28899F/27097F H	2600F/2200FH 2600F/2000FH 30000F/26400F H 30000F/26400F H	S-100 S-200 S-300 L302
F84	Forward fuselage, crew door and attachments.	53-10-84  53-10-84	SDET  DET	841  841	30000F/26100F H 30000F/24000F H 30000F/26400F H 28899F/27097F H	1600F/1300FH 1600F/1200FH 30000F/26400F H 30000F/26400F H	S-100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
FC0603	Center fuselage door access. AFT door cutouts.	53-20-63	DET	251/252	30000F/26400F H 28899F/27097F H	11200F/9900FH 11200F/9900FH	AE01/AE02 L302
FC0604	Center fuselage door access. AFT door attachments of fuselage.	53-20-64	DET	251/252	30000F/26400F H 28899F/27097F H	7400F/6500FH 7400F/6500FH	AE01/AE02 L302
DP0101	Rear door structure and attachment fittings to fuselage.	52-10-01	DET	831/842	30000F/26400F H 28899F/27097F H	5200F/4600FH 5200F/4600FH	AE01/AE02 L302
H01	Horizontal stabilizer fitting rear spar to fuselage, sit 1419.  *For those aircraft with SB.235-55-07 accomplished.	55-10-01	SDET	333/343	20000F/17400F H 20000F/16000F H 20000F/17600F H 18212F/17661F H *30000F/26100F H *30000F/24000F H *30000F/26400F H	8600F/7400FH 7800F/6200FH 7800F/6800FH 7800F/6800FH 8600F/7400FH 7800F/6200FH 7800F/6800FH	S-10/100 S-200 S-300 L302 S-10/100 S-200 S-300

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
H02	Horizontal stabilizer splice of rear spar to pick-up, sit 1419.	55-10-02	SDET	332/343 333/343	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	4500F/3900FH  1500F/1200FH 1500F/1300FH 1500F/1300FH	S-10/100  S-200 S-300 L302
H03	Horizontal stabilizer fitting front spar to fuselage, sit 1515.	55-10-03	SDET	331/341	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	4100F/3500FH 3000F/2400FH 3000F/2600FH 3000F/2600FH	S-10/100 S-200 S-300 L302
H04	Horizontal stabilizer splice of front spar to pick-up, sit 1515.	55-10-04	SDET	331/341 332/342	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	4100F/3500FH  3000F/2400FH 3000F/2600FH 3000F/2600FH	S-10/100  S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
H05	Horizontal stabilizer front spar, sit 2010.	55-10-05	DET	331/341 332/342	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	30000F/26100F H  6200F/4900FH 6200F/5400FH 6200F/5400FH	S-10/100  S-200 S-300 L302
H06	Horizontal stabilizer rear spar, sit 3090.	55-10-06	DET	332/342 333/343	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	30000F/26100F H  1500F/1200FH 1500F/1300FH 1500F/1300FH	S-10/100  S-200 S-300 L302
H07	Horizontal stabilizer rear spar web splice, sit 2450.	55-10-07	DET	332/342 333/343	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	4500F/3900FH  1500F/1200FH 1500F/1300FH 1500F/1300FH	S-10/100  S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
H08	Horizontal stabilizer front spar web splice, sit 1890.	55-10-08	DET	331/341 332/342	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	4100F/3500FH  6200F/4900FH 6200F/5400FH 6200F/5400FH	S-10/100  S-200 S-300 L302
H09	Horizontal stabilizer upper skin splice, sit 1890.	55-10-09	DET	330/340 332/342	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	13000F/11300F H  18000F/14400F H 18000F/15900F H 18000F/15900F H	S-10/100  S-200 S-300 L302
V01	Vertical stabilizer rear spar fitting lug.	55-30-01	DET	324	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	7800F/6700FH 30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
V02	Vertical stabilizer rear spar at pick-up.	55-30-02	SDET	323 324	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	7800F/6700FH  30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100  S-200 S-300 L302
V03	Vertical stabilizer, fwd pick-up lug.	55-30-03	SDET	322	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	30000F/26100F H 30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100 S-200 S-300 L302
V04	Vertical stabilizer, fwd spar at pick-up.	55-30-04	SDET	322 323	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	30000F/26100F H  30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100  S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
V05	Vertical stabilizer, central fwd pick-up.	55-30-05	SDET	322	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	30000F/26100F H 30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100 S-200 S-300 L302
V06	Vertical stabilizer, rear spar cap at rudder hinge, sit 1752.	55-30-06	DET	323 324	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	7800F/6700FH 30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100 S-200 S-300 L302
V07	Vertical stabilizer rear spar web, sit 1752.	55-30-07	DET	323 324	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	7800F/6700FH 30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
V08	Vertical stabilizer fwd spar web, sit 973.	55-30-08	DET	322 323	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	30000F/26100F H  30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100  S-200 S-300 L302
V09	Vertical stabilizer, skin splice, sit 973.	55-30-09	DET	320 323	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	24000F/20800F H  25200F/20200F H 25200F/22200F H 25200F/22200F H	S-10/100  S-200 S-300 L302
W01	Center wing, lower skin, stringer 9 runout, Y=1100.	57-10-01	SDET	953/954	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	4500F/3900FH 5100F/4000FH 5100F/4500FH 5100F/4500FH	S-10/100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
W02	Center wing, lower skin, stringer 9 runout, Y=3100.	57-10-02	SDET	414/424 900 951/952 955/956	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	4400F/3800FH  3300F/2600FH 3300F/2900FH 3300F/2900FH	S-10/100  S-200 S-300 L302
W03	Center wing, lower skin, stringer 12 runout, Y=1100.	57-10-03	SDET	920	17200F/14900F H 17200F/13800F H 17200F/15100F H 15412F/15188F H	15500F/13400F H 11400F/9100FH 11400F/10000F H 11400F/10000F H	S-10/100 S-200 S-300 L302
W04	Center wing, lower skin, center/aft planks longitudinal splice.  *For those aircraft with SB.235-57-05 accomplished, the first inspection (threshold) is to be performed before accumulating 15000F after SB.235-57-05 accomplishment, then interval applies. **For those aircraft with SB.235-57-22 accomplished.	57-10-04	SDET	951/952	20000F/17400F H*  20000F/16000F H*  20000F/17600F H 18212F/17661F H	2800F/2400FH 1919F/1670FH** 3300F/2600FH 2200F/1760FH** 3300F/2900FH 3300F/2900FH	S-10/100  S-200  S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
W05	Center wing, lower skin, access hole center plank, Y=1350.	57-10-05	SDET	921/922 953/954	20000F/17400F H  20000F/16000F H 20000F/17600F H 18212F/17661F H	7300F/6300FH  8300F/6600FH 8300F/7300FH 8300F/7300FH	S-10/100  S-200 S-300 L302
W06	Center wing, lower skin, access hole center plank, Y=3300.	57-10-06	SDET	414/424 955/956	20000F/17400F H  20000F/16000F H 20000F/17600F H 18212F/17661F H	5000F/4300FH  8300F/6600FH 8300F/7300FH 8300F/7300FH	S-10/100  S-200 S-300 L302
W07	Center wing, lower skin, rear spar and skin, Y=1100.  *For those aircraft with SB.235-57-05 accomplished, the first inspection (threshold) is to be performed before accumulating 15000F after SB.235-57-05 accomplishment, then interval applies.	57-10-07	SDET	930 951/952 953/954 961/962	20000F/17400F H*  20000F/16000F H* 20000F/17600F H 18212F/17661F H	2000F/1800FH  3200F/2500FH 3200F/2800FH 3200F/2800FH	S-10/100  S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
W08	Center wing, lower skin, stringer 9 hole, Y=2600.	57-10-08	SDET	900 953/954	25000F/21700F H  25000F/20000F H 25000F/22000F H 23212F/22076F H	2500F/2100FH  5000F/4000FH 5000F/4400FH 5000F/4400FH	S-10/100  S-200 S-300 L302
W09	Center wing, lower skin, splice to outer wing, Y=4250.	57-10-09	SDET	955/956 985/986	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	19600F/17000F H  19600F/15700F H 19600F/17300F H 19600F/17300F H	S-10/100  S-200 S-300 L302
W10	Center wing, lower skin, rear spar to trailing edge attachment.	57-10-10	SDET	900 953/954	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	3300F/2800FH  2400F/1900FH 2400F/2100FH 2400F/2100FH	S-10/100  S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
W11	Center wing, lower skin, engine fairing attachment holes, Y=3100.	57-10-11	SDET	900	17200F/14900F H 30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	14800F/12800F H 30000F/26100F H 14800F/11800F H 14800F/13000F H 14800F/13000F H	S-10 S-100 S-200 S-300 L302
W12	Center wing, rear spar systems hole in web, Y=1200.	57-10-12	SDET	953/954 961/962	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	4300F/3800FH 4800F/3800FH 4800F/4200FH 4800F/4200FH	S-10/100 S-200 S-300 L302
W13	Center wing, rear spar lower cap, Y=3100.  *For those aircraft with SB.235-57-21 accomplished, the first inspection (threshold) is to be performed before accumulating 15000F after SB.235-57-21 accomplishment, then interval applies.	57-10-13	SDET	953/954 955/956 961/962	20000F/17400F H* 20000F/16000F H* 20000F/17600F H 18212F/17661F H	6100F/5300FH 1500F/1200FH 1500F/1300FH 1500F/1300FH	S-10/100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
W14	Center wing, rear spar splice to outer wing, Y=4250.	57-10-14	SDET	961/962	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	11000F/9500FH 19400F/15500F H 19400F/17100F H 19400F/17100F H	S-10/100 S-200 S-300 L302
W15	Center wing, rear spar, lower cap under flap attachment, Y=3900.  *For those aircraft with SB.235-57-21 accomplished, the first inspection (threshold) is to be performed before accumulating 15000F after SB.235-57-21 accomplishment, then interval applies.	57-10-15	SDET	953/954 955/956	20000F/17400F H*  20000F/16000F H* 20000F/17600F H 18212F/17661F H	5800F/5100FH  13000F/10500F H 13000F/11500F H 13000F/11500F H	S-10/100  S-200 S-300 L302
W16	Center wing, front spar, lower cap at wing-fuselage attachment Y=1100.	57-10-16	SDET	910 951/952 953/954	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	7700F/6600FH  4900F/3900FH 4900F/4300FH 4900F/4300FH	S-10/100  S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
W17	Center wing, front spar, lower cap under engine mount, Y=3100.	57-10-17	SDET	414/424 941/942 953/954 955/956	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	30000F/26100F H  30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100   S-200 S-300 L302
W18	Center wing, front spar, system hole in web, Y=3500.	57-10-18	SDET	414/424 955/956	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	28000F/24300F H  28000F/22400F H 28000F/24700F H 28000F/24700F H	S-10/100   S-200 S-300 L302
W19	Center wing, front spar, splice to outer wing, Y=4250.	57-10-19	SDET	943/944	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	6300F/5400FH 12600F/10100F H 12600F/11100F H 12600F/11100F H	S-10/100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
W20	Center wing to outer wing splice bolts, Y=4250.	57-20- 20	DET	985/986	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	19000F/16500F H 20500F/16400F H 20500F/18100F H 20500F/18100F H	S-10/100 S-200 S-300 L302
W21	Outer wing, lower skin, stringer 9 runout, Y=8110.	57-10- 21	SDET	521/621	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	15500F/13400F H 13000F/10400F H 13000F/11500F H 13000F/11500F H	S-10/100 S-200 S-300 L302
W22	Outer wing, lower skin, stringer 12 runout, Y=8110.	57-10- 22	SDET	521/621	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	18100F/15700F H 15200F/12200F H 15200F/13400F H 15200F/13400F H	S-10/100 S-200 S-300 L302
W23	Outer wing, lower skin, access hole, Y=5000.	57-10- 23	SDET	521/621	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	13400F/11600F H 10000F/8000FH 10000F/8800FH 10000F/8800FH	S-10/100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
W24	Outer wing, lower skin, center/aft plank longitudinal.	57-10-24	SDET	521/621	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	3800F/3300FH 5000F/4000FH 5000F/4400FH 5000F/4400FH	S-10/100 S-200 S-300 L302
W25	Outer wing, lower skin, splice to center wing, Y=4250.	57-10-25	SDET	985/986	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	3200F/2700FH 3300F/2600FH 3300F/2900FH 3300F/2900FH	S-10/100 S-200 S-300 L302
W26	Outer wing, lower skin, skin to spar under flap support, Y=4750.	57-10-26	SDET	521/621	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	3600F/3100FH 4800F/3800FH 4800F/4200FH 4800F/4200FH	S-10/100 S-200 S-300 L302
W27	Outer wing, rear spar splice to center wing, Y=4250.	57-10-27	SDET	521/621 531/631	20000F/17400F H 20000F/16000F H 20000F/17600F H 18212F/17661F H	6300F/5400FH 7300F/5800FH 7300F/6400FH 7300F/6400FH	S-10/100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
W28	Outer wing, rear spar cap, splice to external wing, Y=8110.	57-10-28	SDET	521/621 522/622 531/532 631/632	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	30000F/26100F H  30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100   S-200 S-300 L302
W29	Outer wing, front spar cap, splice to center wing, Y=4250.	57-10-29	SDET	511/611	21000F/18200F H 21000F/16800F H 21000F/18500F H 19212F/18544F H	7700F/6600FH 7700F/6100FH 7700F/6700FH 7700F/6700FH	S-10/100 S-200 S-300 L302
W30	Outer wing, front spar, splice to external wing, Y=8110.	57-20-30	SDET	512/612 521/621 522/622	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	30000F/26100F H  30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100   S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
W31	Outer wing, lower skin external to internal wing splice, Y=8110.	57-10-31	SDET	521/621 621/622 522/622	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	14300F/12400F H  12000F/9600FH 12000F/10500F H 12000F/10500F H	S-10/100   S-200 S-300 L302
W32	Outer wing, rear spar web, external to internal wing splice, Y=8110.	57-10-32	SDET	522/622 521/621	30000F/26100F H  30000F/24000F H 30000F/26400F H 28212F/26491F H	30000F/26100F H  30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100   S-200 S-300 L302
W33	Wing-fuselage, aft fitting, Y=1100.	57-10-33	SDET	930	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	30000F/26100F H 30000F/24000F H 30000F/26400F H 30000F/26400F H	S-10/100 S-200 S-300 L302

PSE	PSE DESCRIPTION	NDTM/A MM TASK REF.	INSP TYPE	ZONES	THRESHOLD	INTERVAL	EFFECT.
W34	Wing-fuselage, fwd fitting, Y=1100.	57-10-34	SDET	910	30000F/26100F H 30000F/24000F H 30000F/26400F H 28212F/26491F H	4100F/3500FH 18900F/15100F H 18900F/16600F H 18900F/16600F H	S-10/100 S-200 S-300 L302
W35	Engine mount support rod.	71-20-35	DET	413/423	28600F/24800F H	200F	S-10
W36	Engine mount rod attachment fitting, firewall attachment.	71-20-36	DET	413/423 414/424	28600F/24800F H	200F	S-10
W37	Engine mount front spar attachment fitting.	57-10-37	DET	414/424	28600F/24800F H	200F	S-10

## 4.3 Discard Tasks for Safe Life Structural Items

ITEM	AMM/CMM Ref.	PART NUMBER	DISCARD TIME			
			Series 10	Series 100	Series 200	Series 300
Nose Landing Gear (except turning tube and main fitting -yoke-)	32-25-31	D22552020-X	30.000F	30.000F	30.000F	30.000F
Turning Tube	32-25-31	GA63433-XX	4.800F	4.800F	4.800F	-
		GA65924-XX	30.000F	30.000F	30.000F	30.000F
Main Fitting - yoke -	32-25-31	GA61861-XX	19.000F	19.000F	19.000F	19.000F
Nose Landing Gear Twin Wheel (if installed)	32-20-11	95-42005-00	Not applicable	Not applicable	Not applicable	50.000F
Main Landing Gear (except swinging lever, Main alignment brace upper and lower arm and rear panel)	32-10-01	35-41050-XXXX	30.000F	30.000F	30.000F	30.000F
Swinging Lever	32-15-33	GA61875-XX	22.000F	22.000F	19.300F	-
		GA63389-XX	30.000F	30.000F	30.000F	30.000F
Main alignment brace lower arm	32-15-43	GA61908-XX	24.000F	24.000F	21.200F	21.200F
Main alignment brace upper arm	32-15-43	GA61918-XX	24.000F	24.000F	21.200F	21.200F
Rear Panel	32-15-38	GA61878-XX	30.000F	30.000F	27.200F	27.200F

ITEM	AMM/CMM Ref.	PART NUMBER	DISCARD TIME			
			Series 10	Series 100	Series 200	Series 300
Wing-fuselage, aft-fwd, attachment bars Y=1100	57-11-14	35-22067-0001	Not applicable	Not applicable	30.000F/24000FH	30.000F/26400FH
		35-22067-0003				
		AC875050 (R24523)				
		AC875050- P1883967				

**4.4 Discard Tasks for Safe Life System Items**

ITEM	P/N	DISCARD TIME	EFFECTIVITY
Engine Control Teleflex Cable	72830-20	5000F	S/N C016 to C073

## 5 TRANSFER OF REMOVABLE STRUCTURAL COMPONENTS BETWEEN AIRCRAFTS

Every removable structural element included in the Airworthiness Limitation List (A.L.L.) that is transferred from one aircraft to another must be tracked to maintain its continuous airworthiness. The tracking of the removable structural components each time it is transferred from one to another aircraft must be conducted with the following transfer rules:

### 5.1 Life Limited (Safe-Life) Parts

The principal life limited (safe-Life) parts included in the ALL are the Landing Gears<sup>(1)</sup>, its operational life is being consumed by accumulating fatigue damage while the Landing Gear<sup>(1)</sup> is fitted in an operational aircraft.

If this Landing Gear<sup>(1)</sup> is transferred to another aircraft, its previous accumulated fatigue damage must be taken into account and the current remaining operational life may be different than the previous one. The current accumulated and remaining life must be calculated using the following transfer rule.

$$N_C = N_P \times \frac{DT_C}{DT_P}$$

$$N_{RC} = DT_C - N_C$$

Where:

$N_C$  = Part consumed life in Flight Cycles<sup>(2)</sup> in current aircraft

$N_{RC}$  = Part remaining life in Flight Cycles<sup>(2)</sup> in current aircraft

$N_P$ <sup>(4)</sup> = Part accumulated life in Flight Cycles<sup>(2)</sup> in previous aircraft

$DT_C$ <sup>(3)</sup> = Part Discard Time in current aircraft (in F from A.L.L.)

$DT_P$ <sup>(3)</sup> = Part Discard Time in previous aircraft (in F from A.L.L.)

To track the element, the updated consumed life  $N_C$ , Remaining Life  $N_{RC}$  and Discard Time  $DT_C$  must be reflected in the Landing Gear log book each time the Landing Gear<sup>(1)</sup> is transferred to a different aircraft.

- (1) Or components of the Landing Gears
- (2) A Flight Cycle is defined as a cycle of one Take-Off and one Landing, a Touch & Go counts also as one Flight Cycle.
- (3)  $DT_C$  and  $DT_P$  are the same number if previous and current aircraft are under the same A.L.L.
- (4)
  - a. If Landing Gear<sup>(1)</sup> accumulated life is not available but log book indicates that it has not been transferred from other aircraft, aircraft Flight Cycles<sup>(2)</sup> can be used.
  - b. If Landing Gear<sup>(1)</sup> accumulated life is not available and it could have been transferred from one or more older aircraft under the same fleet maintenance program, it should be assumed that the accumulated life is equal to the oldest aircraft in the fleet under the same maintenance program.
  - c. If Landing Gear<sup>(1)</sup> accumulated life is not available and it could have been transferred from one or more older aircraft under different maintenance programs, it should be assumed that the accumulated life is equal to the same model aircraft that has the most accumulated Flight Cycles<sup>(2)</sup> in the world fleet.

## 5.2 Damage Tolerant Parts

Are the rest of Fatigue Critical Structure (FCS), PSEs or SSEs not life limited (safe-life) parts included in the Airworthiness Limitation List.

Susceptible removable components that include FCS from one aircraft to another, such as control surfaces, flaps, engine mounts, doors, stores, etc, must be tracked to maintain continuous airworthiness.

A.L.L. Inspection thresholds and inspection intervals may be different when the component is transferred from one aircraft to another; therefore an analysis must be conducted.

To track the element, the updated inspection threshold and inspection interval must be reflected in the current aircraft (where the element has been transferred from previous aircraft) airworthiness documentation.

In the case of Damage Tolerant parts the transfer rules analysis to update inspection thresholds and inspection intervals is complex. Airbus Defence & Space should be contacted to assess this process.